

TRANSPORTATION

Hawkins' Omnibus Line
LEAVES MIDDLE
 town every morning (Sunday excepted) at 10 o'clock and arrives at Louisville at 9 o'clock.
 Leaves Louisville at 9 o'clock, and arrives at Middletown at 10 o'clock p. m.

Passengers will be called for who leave their names at Wiley's stable, on Third street, opposite the post office, or at Kirk's stable, on Fifth street, near Main street, from Louisville to the Fair Grounds 10 cents; from Glasgow, 15 cents; from Middletown, 20 cents.

Comfort, cheapness, speed, and safety are what we offer particularly, and the public may be assured the

J. R. & W. T. HAWKINS.
We will also take charge of and deliver packages at the end of and anywhere along the line, accommodating terms. cash dis

**FOR WASHINGTON CITY,
Baltimore, Philadelphia
NEW YORK, &C.**
Most direct through Line for the East

BALTIMORE & OHIO

RAILROAD!

THIS GREAT WORK OF INTER-

nal improvement (579 miles from Wheeling, Baltimore, and 408 to Canton, W. Va.) was opened to traffic in January, 1894, and has now been fully tested and approved, both as a freight and passenger road. This road is located in a romantic country, solidly constructed, fully equipped, and carefully managed, and is thus rendered an attractive as well as a safe line for travelers. The late completion of work on this road will enable the Baltimore & Ohio to

near Wheeling, adds greatly to the importance of it route, offering, as it does, the most thorough Railroad connection with the entire West.

THE ONLY THROUGH TICKETS BETWEEN LOUISVILLE AND THE NATIONAL METROPOLIS are sold by this road, which runs direct to Washington, but the delay of passing through Baltimore. It also the only route in which a car can be taken to Washington from the West. At Baltimore the road makes a direct connection with the Railroad to Philadelphia and New York, &c.

Passengers going East from Louisville, may proceed by steamboat to Cincinnati, and there take the Railroad to New York, or to Philadelphia, and thence to New York.

The Mail Steamers leave Louisville daily for Cincinnati, where they arrive so as to connect with the Central Ohio Railroad for New Orleans. The Little Miami Railroad at A. M. (or P. M.) for Cincinnati, connecting there with the Central Ohio Railroad for New Orleans. The Little Miami Railroad at A. M. (or P. M.) for Cincinnati, connecting there with the Central Ohio Railroad for New Orleans. The Little Miami Railroad at A. M. (or P. M.) for Cincinnati, connecting there with the Central Ohio Railroad for New Orleans.

THROUGH TICKETS may also be had at the office of the Baltimore and O. Railroad route, by way of the Jeffersonville, Ohio, Mississippi, Little Miami, and Central Ohio Railroad the following rates: From Louisville to Washington, 50; to Baltimore, \$17 50; to Philadelphia, \$1c 50; to New York, \$21.

FRIGHTS—With the largest equipment of any R. R. in the country, the Pennsylvania Railroad does an immense business in the transportation of freight which are carried with care and dispatch, and at rates as low as those of any other first class line. The route makes immediate connection at the wharves and streets of Baltimore with the Railroad to Philadelphia and New York, and with the Chesapeake and Delaware Steamship Company's line by canal and sea, to New York and Boston, steamers to Norfolk, Charleston,

For particulars see freight tariffs, copies of which are
 be had of any of the Forwarding Houses in the West
 J. H. BONE,
 fel9 Master of Transportation, Baltimore

WINTER ARRANGEMENT.
 1856. Commencing January 7, 1856.



Little Miami Railroad

VIA COLUMBUS.
EXCLUSIVELY AN EASTERN ROUTE.
Quickest, Shortest, and Most Direct
LIGHTNING EXPRESS
through Columbus, Crestline, and Cleveland
without change of cars. By any other route pas-
sengers and baggage change cars.
The only route with three Daily Trains to Cleveland,
Dunkirk, and Buffalo, by the uniform gauge and
uniform service.
The only route with reliable connection to Pittsburg

The only route to Wheeling and Stenboville. The Little Miami, via Columbus being the shortest, and direct route from Cincinnati to the East is so arranged that it is made with ease. Connections are made at Columbus and subject passengers have full time for meals, which is a great convenience to ladies and children. Crossing the Little Miami near Milford, 17 miles east of Cincinnati, connects Columbus, Crestline, and Cleveland, with trains for eastern places. The Little Miami, via Columbus, has short runs to Dayton, Cincinnati and Columbus. By other route from Cincinnati a dangerous delay is required and compelled to overcome distance, it makes connections uncertain.

By 6 O'clock A. M. Train,
Wheeling passengers dine at Zanesville. Pittsburgh
passengers dine at Crestline; Dunkirk and Buffalo pas-
sengers dine at Cleveland, and dine the following day
at New York, Philadelphia, or Washington City. Br-
akfast at Baltimore.

TIME VIA LITTLE MIAMI ROUTE
From Cincinnati to
COLUMBUS in 3½ hours;
CLEVELAND in 5½ hours;
DUNKIRK in 1¼ hours;
BUFFALO in 16 hours;

ALBANY in 3 1/2 hours;
NEW YORK in 4 hours;
BOSTON in 3 hours;
CRESTLINE in 3 hours;
PITTSBURG in 1 1/2 hours;
PHILADELPHIA in 3 1/2 hours;
WHEELING in 1 1/2 hours;
BALTIMORE in 3 1/2 hours;
WASHINGTON in 2 1/2 hours;
STUBENVILLE in 1 1/2 hours.

Baggage checked from Cincinnati to Wheeling, Timex, Pittsburg, Cleveland, Dunkirk, and Buffalo. The Little Miami is the Eastern Depot.

Four Daily Trains.

FIRST TRAIN.—Cleveland, Pittsburgh, Newscastle, Wheeling, Lightning Express, leaves Cincinnati 6 o'clock, A. M., for all the Eastern cities. Also, Springfield, Delaware; Circleville, Lancaster, and Zanesville; Elchester and Chillicothe.

Through to Columbus, Crestline, and Cleveland without change of cars.

SECOND TRAIN.—Express Mail leaves Cincinnati 6 o'clock, A. M., for all the eastern cities.

THIRD TRAIN.—Accommodation, leaves Cincinnati 3:30 o'clock, P. M., for Sprit field; Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough, and Marietta; Tiffin, and Sandusky; Pittsburgh; Erie, and Buffalo.

FOURTH TRAIN.—Express Mail leaves Cincinnati at 6 o'clock, P. M., for all the Eastern cities.

land, Dunkirk, Buffalo, New York, and Boston; Cr
line, Pittsburg, Baltimore, Philadelphia, and New Y
Onetrain on Sunday at 2:30 o'clock p. m., for C
bus.
Trains run by Columbus time, 7 minutes faster than
Cincinnati.

THROUGH TICKETS.

And all information, can be obtained at the New
ices, No. 2 Burnet House Building, W. L. O'Brien
Ticket Agent; No. 177 Front Office, Gibson House Buil
ing, ALEX. HAMILTON, Ticket Agent; or at the Old O
theast corner Broadway and Front street, opposite
Hotel; or at the Eastern (Little Miami) Depo
East Front Street.

Office hours from 4½ A. M. until 9½ P. M.
P. W. STRADER, General Agent
THE OMNIBUS LINE
Calls for passengers at all the principal Hotels, for
and every train. By leaving directions at either of
above offices, will call for passengers in all parts of
city, without fail.
J. A. J. H. B. RUGGLES, Conductor.
NEW ALBANY & SALEM RAILROAD


ON AND AFTER WEDNESDAY
next, 13c Instant, Trains will run on the N. Albany and Seneca Railroad as follows:
Express Trains will leave New Albany daily, (5 days excepted), at 9 a. m., connecting at Greensburg with Trains West for Terre Haute, Vincennes, and Louis, and arriving at Michigan City at 4 1/2 a. m.; Chicago at 7 30 a. m., making close connections with Trains hence for Milwaukee, Rock Island, and Galesburg; Michigan City, 10 a. m.; East, 10 p. m.; Central Road, for Detroit, Niagara Falls, New York, Boston, &c.

Express Trains South will leave Michigan City 11:15, P. M., and arrive at New Albany next day at 4 P. M. in time to put passengers into Louisville after noon.

Freight Trains will leave New Albany as usual, A. M. every day, Sunday excepted.

J. B. ANDERSON, Sup^t

New Albany and Salem R. R. Co.



LOUISVILLE TO CHICAGO

TRAINS LEAVE NEW ALBANY

Daily (Sundays excepted) at 3:30 A. M., run directly through to Chicago, connecting there with trains for the West and Northwest, leaving there the following evening.

This Train connects at Greencastle with Train No. 14, and at Richmond, Indiana, for E. L. O. E. making the SHORTEST, QUICKEST, and CHEAPEST route to that point. Connects also at Michigan City with Trains of Michigan Central Railroad for Detroit, Buffalo, Niagara Falls, and all Western cities.

Tickets for all the principal points East and West.

Railroad Company, 333 Main street.
 Passengers by leaving their names there will be called
 for in any part of the city without extra charge.
 JOHN B. ANDERSON, Superintendent.
 N. STEVENS, General Ticket Agent.

SPECIAL NOTICE
 Louisville, New Albany, Lafayette, and Chicago
DAILY EXPRESS.
AMERICAN

EXPRESS COMPANY.
CASH CAPITAL PAID IN, \$750,000.
Proprietors:
WELLS, BUTTERFIELD & CO., New York.
LIVINGSTON, FARGO & CO., Buffalo.
THE ONLY EXPRESS LINE

THE ONLY EXPRESS LINE
running through to Chicago by passenger train.
Freight taken as low as by any responsible Express
Line. Twenty-four hours in advance of other Express
Lines.

The American Express Company will dispatch Special Messengers, by passenger trains, daily, between Louisville, New Albany, Chicago, and intermediate places, for the transportation of Bank Notes, Coins, valuable packages, etc.

Prompt attention given to the Collection of Bill Notes, and other demands, by our own agents.

Our Express Lines extend to all the eastern and western towns, Canada, California, Australia, and Europe.

and our facilities are unequalled. Any order placed with us is promptly filled. Our long experience and well known responsibility are a sufficient guarantee that all business entrusted to our care will have promptness and dispatch.

☐ Goods called for in any part of the city.

☐ **FRANK TRYON, Agent, 407 Main**